

# ONCHAN RACEWAY

## *Stockcar Racing*

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### FORMULA 2 Spec. 2012

Following a Formula 2 drivers meeting held last year, we decided to continue with the Brisca F2 car specifications for the 2012 season.

With the following exceptions :-

The Avon wide safety tyre can still be used throughout 2012, they can be softened to a durometer reading of 30, tyres will be tested randomly throughout the season.

Alternatively the current Yokohama Brisca spec tyre can be used. Tyre softener cannot be used with Yokohama s.

Drivers can use both types of tyres, but both fronts must be of the same manufacturer, likewise the rears must be the same type.

Grading -: There will be no grading / roof colours as such.

The Dutch system will be used throughout 2012 where :-

The starting grid for race 1 of the first meeting of the season will be determined by the total points scored during the 2011 season and reversed. ie 2011 points champion starts race 1 from the back.

Grid positions for race 2 will be determined from the result of race 1 and reversed. ie Race 1 winner starts from the back.

Grid positions for race 3 and any additional races will be determined from total points scored during the meeting and reversed. ie Top point scorer starts from the back.

Grid positions for Race 1 of the next meeting are determined from the Championship points standings and reversed. ie Points leader starts from the back.

Grid positions will be shown on the blackboard in the pit area, drivers need to check their starting position before entering the track. Spaces will be left free if a driver fails to appear for the start of the race.

Visiting drivers and drivers returning from retirement will be seeded onto the grid in their last grade held for their first race.

Grid positions for the 2<sup>nd</sup> meeting of the Manx Open Championship will be determined from points scored in the 1<sup>st</sup> meeting of the Manx Open and reversed.

Likewise grid positions for the 3<sup>rd</sup> meeting will be determined from points scored in the 1<sup>st</sup> and 2<sup>nd</sup> meetings reversed.

Car weights will be checked before the season begins, then randomly checked throughout the season. Maximum inside weight will be 53%. This will be checked on a random basis, before or after a race less driver. Refuelling will not be allowed if weighed after a race.